Some Suggestions and Estimates for a Wook on the Wheel or in a Cance-Mere's an Attenutive Combination Plan, Where are you going for your vacation? This is the question that every man is now asking, both of other men and of himself. It is a vexatious question, too, and one that has anywhere from a dozen to a hundred answers, for one always has more vacation plans than would fit in if every of the year were a holiday. This is particu larly true of the man who has only a week's leave of absence. Anybody can do this with a month's vacation. One can go to Europe in that time, or to Canada or the Pacific coast, or one can loaf and go nowhere particular when he is so rich in leisure as to have four long weeks, and perhaps that is the way of all. But the unfortunate who can eatly get one week-which as every one knows is really much shorter than one-fourth of four weeks what is be going to do? Add to this

n another bothersome factor by supposing that the being in question finds it neces to regulate his outing with a careful regard to cramped financial conditions, and it becomes tangled mesh to unweave. Yet, if the hypothesis be allowed that the man

se means of transporting himself, such as a cycle or cance, or even if he is willing to use egs for that purpose, large possibilities open out to him, and no correspondingly sizable bill of expenses looms up like a dragon between the racationist and his vacation. Within a comatively small radius around this city there s a diversity of country and scenery such as is to be found about no other city of the continent. The problem is to find it out, get to it at the enjoyment at a ressonable outlay. Suppose a man to have a bicycle, \$20 in cash to spend, a week's leave of absence, and plenty of energy. There is material for a fine week's vacation miles around New York city, in almost on, the roads are hard and good. A any direction, the roads are much the east shore of delightful bicycle trip is along the east shore of Hudson, up to Albany, and if desired the trip may be extended from there, following York Central road up through the Mohawk Valley. New Jersey, too, is a famous country for cyclers, and if one is content to forsake the much-wheeled roads and risk harder travelling in the bypaths that lead to quaint little back settlements, he may be rewarded by very beautiful and picturesque scenery. Long Island, if somewhat less diversified, offers good roads and first-class hotel accommodations; while those whose energy is capable of withstanding the strain of up and down work will find much to rejoice in in the hill and lake country of Connecticut.

Now, as to the expense of a week's travel on a

wheel. Of course the chief, and indeed upon the same deven years ago, who considerable, expense is in eating and sleeping. The Jersey cycler will find \$2 a day a few and the same of the courty abounds with good read houses and small holes at which will be a same of the courty and the courty and the same of the courty and the courty and the courty and the courty and the same of the courty and t wheel. Of course the chief, and indeed only sonsiderable, expense is in eating and sleeping

the town of Hamilton. Starting there the traveller is sweet by a rapid current down through a valley of diversified woodland and meadow. Small, deep ponds, where pike and perch lie, will tempt him from his course, or he may, as he floats, cast from his canoe with a good chance of getting a rise from the black hass which abound. Here and there he will need to steer carefully, and in places to disembark and "carry" around a dam or a shallow rapid, but for the most part his course will be between grassy banks, shaded with willows; past peaceful little villages, even more restful than the open country; below wooded hills, sloping down to broad pastures or long stretches of moorland such as is found rarely in this country; through the very midst of a deserted village, with the rains of its houses turned into howers of beauty by the climbing wild roses; under a long-disused bridge; through a stretch of dancing, laughing shallows, and then out into the Mohawk River at Utica. From there down the canolst may paddle or drift as he chooses; or, if he have sails, he will find plenty of opportunity for their use. His course is through many busy manufacturing towns, between which rich farm land stretches out. Many a beautiful creek will lead him away from the broader water path through woods and thickets until finally a barring waterfall tinkles with laughter at his discosmiture. The Mohawk may be travelled in a few days, or the paddler may, if he be filled with a spirit of mingled ideness and desire for exporting watery by ways spend a fortaight on his trip from the upper Oriskany Oresk to Albany. There he may either come down the Hudson or return by train.

One may make this trip with the greatest comfort at a moderate expense. Reckoning on a basis of a week's travel, the schedule of expenses should be about as follows:

Total. \$50.10

This is reckoning on the traveller taking all his meaks at hotsels and lodging at a hotsel every night. By sleeping under his cance and preparing his own luncheon, as most cancelled every night. By sleeping under his cance and preparing his own luncheon, as most cancelled every night. By sleeping under his cance and preparing his own luncheon, as most cancelled every night. By sleeping under his cance and preparing his own luncheon, as most cancelled his canc

holes in the river and pulled out black base varying is weight from one pound to four points. They nicks the corn of the unampecting farmers. They even shot the farmers' chickens, and paid for them like little men when detected in the crime. They cruised up and down and around, cocasionally setting stack on a bar and being chilged to get out and lift their little steambost; they made excursions over the hills into qualit villages and splendid stretching forests. Not a mosquite or other notions insect troubled their waking or dreaming hours, and when they finally separated, with rueful countenances that their outing was over, they all agreed that they had had \$1,000 worth of run, and it cout them just \$13 apiece. This was exclusive of railway fares. The whole trip cost the writer just \$29. Here is the list:

Steambout, Captain, and ice. 8104 00 Total .... Total.

It isn't everywhere that one can find rates so cheap as in the Susquehanna country, but a fishing boat, steamer, or, if the trip be on the sea or a big lake, a schowner can be hired at a moderate price if a number club together. And for comfort and health and good wholesome fun a trip of this kind is not to be excelled at any price however great.

PUGNACIOUS ROBIN REDBREASTS. They Waged War to the Beath on an Intro-

SCRATTON, July 28.—A meddlesome red squirrel brought down upon itself the frenzy of a pair of robins on Hiram Cross's place in Benton one day this month. The robins had a nest of young ones in an apple tree near the house, and the fum started because the saucy squirrel undertook to leap past the nest while the female stood on the rim of it feeding worms to her

Mother rights few at the squirrel with startled ories which brought her mate to the tree in a hurry, and the two angry birds darted at the squirrel, driving it from tree to tree, and to the roof of a barn, where other robins joined the equalling pair and gave flerce battle to the trembling red fellow. The squirrel took to the trees again, and the desperate birds chased it

trees again, and the desperate birds chased it from one end of the orchard to the other and back, when it sought shelter in the thick foliage of a baleam.

The robins thumped it so hard that it sprang into a second-story window, but the nimble fellow made a mistake in doing so, for a dozen flerce redbreasts sailed in after it, and when Mrs. Cross went up stairs to see where the squirrel had gone to, she found that the determined birds had pecked and clawed it until it could scarcely craw!

birds had pecked and clawed it until it could scarcely craw!.

The pugnacious robins went squalling out of the window, and the injured squirrel fell helpiess to the floor when it attempted to leap to the window sill. One of its eyes had been put out and in a few minutes the little creature died from the wounds the birds had inflicted on it.

ROMANCES OF THE STRIP. A Great Piace for the Finding of Long Lost Persons from Various Regions,

From the St. Louis Globe-Democrat. ENID, Okla., July 15.—The number of men reported dead months and even years ago, who have turned up alive and well in the Strip during the last few months, has been phenom-enal. It is stated that at least twenty long-lost

hundreds of bachesor boomers, and ner eitest boy had also made a little money by doing odd jobs. Her outil consisted of little more than a wagon, and a team of horses, a store, and a spendy if not valuable, and the four horses were a wagon, and a few on the first of the first second of the country she stopped on the first decent-looking claim she came to, and with great promptness proceeded to take out a homestead and convert her wagon into a temporary home. She was obviously the first on the scene, and her claim was never disputed. She had deseaded her claim was never disputed. She had deseaded to the first on the scene, and her claim was never disputed. She had deseaded to the first on the scene, and her claim was never disputed. She had deseaded to the first of the scene, and her claim was never disputed. She had deseaded to the first of the scene, and her claim was never disputed. She had deseaded to the first of the scene, and her claim was never disputed. She had deseaded to the first of the scene, and her claim was never disputed. She had deseaded to the first of the scene, and her claim was not seen and her claim and the first of the scene, and her claim was not seen and her claim and the scene, and the scene and

THE WHALEBACK STEAMER. REASONS WHY THIS ODD-LOOKING

CRAFT IS COMING INTO PAYOR. It Is Securethy, Steady, Swift, and Economical to Suits and Ran-Resheds of Landing-Its Uses Are Extending Over Sens.

Many persons saw a whaleback steamer for the first time at Chicago last summer, where the immense Christopher Columbus was engaged in carrying passengers to and fro between the city and the World's Fair. Whalebacks. however, have been rapidly becoming more nu-merous for the last three or four years, and are now seen frequently in Long Island Sound and New York harbor.

On the Great Lakes, where they originated, a considerable fleet has grown up, and people accustomed to the old style of freighters have ceased to jeer at them as they did when the small tow barge, No. 101, first ap-peared, and now look upon them in quite a dif-ferent light. Some of the most experienced men n the business of freight carrying have come to regard them as much superior to the old style boats, and predict that they will ultimately

supersede them in all directions.

The use of whalebacks has quickly extended from the Great Lakes to the coastwise carrying trade, and several successful transatlantic trips have already been made.

Even our English cousins, who are inclined to look with disfavor upon American innovations n boat building, have begun to believe in the whaleback, and are preparing to introduce it in the Mediterranean trade and on the Danube and the Black Sea.

At first sight the whaleback has a clumsy and almost ludicrous appearance. It is just the op-posite of clipper built. In the water it looks very much like a huge cigar, with the end bitten off in the usual manner. This is especially true of the tow barges, which, of course, have no en-

gine, smokestack, or pilot house.

The general appearance of whalebacks are about the same whether they are driven by their own steam or are towed. When loaded they set well down in the water, which, instead of dashwell down in the water, which, instead or dan-ing heavily against the sides and buffeting and straining the vessel, washes easily up and over the rounded deck, on which there is no obstruc-tion except a slight guard rail, and in the case of steamers, the pilot house and cabin. When these are present they do not rest upon the deck proper, but are supported on turrets. The water rushing over the deck meets no resistance from the turrets, which are perfectly round, and the

the turrets, which are perfectly round, and the waves do not reach the superstructure, but wash under it. The arrangement is not unlike that of the monitor style of war saip.

The central idea of whaleback construction is to present everywhere a curved and rounded surface which will offer no resistance to the waves. In consequence, the rolling and pitching in ocean traffic is gentle and easy, without any pounding or violent motion, it is asserted of one of the boats which made a trip to Liverpool in rough weather that footprints which had been made in her cargo of grain when she was loaded were still visible after orogsing the ocean.

for carrying freight in bulk, such as coal or west, than for fooding with package freight. Or wheat, than for fooding with package freight. Or wheat, than for fooding with package freight. Or which were built by the American Steel Parge twenty tow barges and six steamers, all of which were built by the American Steel Parge Company at West Superior, Wis. The yards there are under the direct supervision of the inventor, Capt. McDougail, and provision is made for carrying on work upon ten vessels at once. The construction is so simple that a what was a supervision of the part of

Possibly people who are inclined to be sessick would find the slow and gentle motion of the whaleback more comfortable, but, on the other hand, timid people would not relish the sight of the waves sweeping across the main deck.

The only passenger whaleback so far constructed is the Christopher Columbus, which is still engaged in excursion business at Chicago, Her capacity is 4,000 passengers, and she is said to be much faster than any other excursion boat on Lake Michigan. The passenger decks, of which there are several, extending the whole length of the vessel, are supported upon turrets. No rush of passengers to one side or the other is ever sufficient to cause a perceptible list.

Secretary Weimore of the American Steel Barge Company has had plans prepared for a steam pleasure yacht of the whiseback model, which he says could attain a speed of twenty-five knots with triple expansion engines and would cost less than \$20,000 to build. It has a single passenger deck, supported on turrets from the main deck. Mr. Wetmore also has visions of a large transatiantic liner, but does not expect them to be realized for some years.

Whatever may be the future of the whaleback as a passenger vessel, it is certain that it is causing a revolution in freight barges and steamers, which has just begun and may be expected to go on until the cigar-ahapped boats are so common in our waters that they will cease to arouse the curious interest which is at present accorded them.

SOLID BRASS IN THE MINT. Cast Into Bars as Gold Before the Officials Discovered What It Was.

From the Denver Republican.
Last Tuesday the Colorado National Bank of this city received an express package from the First National Bank of Albuquerque labelled "Gold bullion, value \$0,000." The package, which consisted of a strong canvas bag, carefully sealed, was at once turned over to the United States branch mint, to be melted, as-sayed, and paid for by the Government. The Government never pays for any metal presented for sale until it has been melted, weighed, and assayed. The bag of apparently precious metal was receipted for, and the same afternoon was

placed in the pots and reduced into bars. The first suspicion of fraud was aroused in the minds of the Mint employees when the bag was

The next morning the assayer at the Mint again made several assays from shavings and borings taken from the bar of metal after it had cooled, but in none of them was even a trace of gold to be found, and the stuff was returned to the Colorado National Hank as worthless.

A telegram was received from Albuquerque last night stating that a Mexican in exploring the ruins of an old Pueblo Indian church found the metal, and, believing it to be gold, secreted it for some time, afterward telling a friend what he had found, and this friend had the Albuquerque bank forward it to the United States Mint. It is claimed that neither bank advanced any money on the supposed retort, and that no swindie of any kind is known to be connected with the matter in any way. In what form the metal was found is not known, but it had apparently been melted in a pot or kettle of some kind, and when received at the Mint the little chunk of brass had very much the appearance of a stamp mill gold retort.

In the vicinity of Albuquerque are several old church ruins, and it may be that the Mexican in exploring among the ruins of one of these old buildings found the metal and believed it to be a portion of the golden plate used in church service and in order to provide against its detection melted it up in the form in which it appeared when presented at the Albuquerque bank for ahighment to the Denver Mint.

Alany fairy stories have been told of the rich finds made in some of these old Pueblo churches, but this one bappens to be one that has proven far from valuable, and the Mexican who expected to realize a handsome for tune from his find will awake to the realization that he has not only falled to become suddenly wealthy, but that he will have an express bill of \$7.50 to pay.

JOHN BROWN'S WILL.

Not That of Brown of Harper's Ferry, but the Former Owner of John Brown's Tract,

Not That of Brown of Harper's Ferry, but the Former Owner of John Brown's Tract.

From the Herkimer Citizen.

An interesting document has found its way to the office of Herkimer county's Clerk. It is the will of John Brown. It was made in the city of Provisionce, Sept. 13, 1802, and was admitted to probate in the courts of that city one year later. The will is of interest in this section from the fact that it conveys vast tracts of land in the North Woods.

Something like 100 years ago John Brown, by mortgage foreclosure, became possessor of a tract of land of 210,000 acres, afterward known as John Brown's tract, the larger part of which was located in the town of Wilmurt, this county, and a small portion in the counties of Lewis and Hamilton. Under this tract is the Fulton chain of lakes, lig Moose Lake, Otter Lake, many smaller lakes, and a portion of Nehaane Park.

When Dr. W. Seward Webb became the possessor of this North Woods land he had the title looked up very closely and all old papers reforring to it recorded. First was a copy of the letters patent granted by the State of New York to Alexander Macomb, dated Jan. 10, 1782, conveying 1,221,000 acres of land included in which was the Brown's tract. This patent concludes as follows:

"We have caused our letters to be made patent and the great scal of our State to be hereupon affixed. Witness, our trusty and well beloved George Clinton, Eag., tovernor of our State, General and Commander-In-Chief of all the militia and Admiral of the navy of the same."

June 8, 1722, Macomb sold the land to Constable for 250,000. Dec. 18, 1742, Constable sold to Samuel Ward for 2100,000. In November, 1744, ward sold to James Greenland? 210,000 acres, the original John Brown's tract, for £24,000. In 1749 Greenleaf executed a mortgage to Philip Livingston covering the property. In December, 1745, John Brown became the owner of the property by a deed from the Master in Chancery and Philip Livingston. The land was then called John Brown's tract, and was divided by Brown into ei

minds of the Mint employees when the lag was opened and the yellow metal was placed on the scale for weighing. It looked large enough to the scale for weighing. It looked large enough to the scale for weighing. It looked large enough to the scale for weighing. It looked large enough to the scale for weighing. It looked large enough to the scale for weighing. It looked large enough to the scale for weighing. It looked large enough to the scale for weighing. It looked large enough to the scale for the score property of the score of the sco

Some of the sponging boats have a pane of thick glass in the bottom through which the bottom of the sea can be seen—for the water is clear as all other cases a "water glass" is clear as all other cases a "water glass" is clear as all other cases a "water glass" is clear as all other cases a "water glass" is bot. In the cases a "water glass" is bot. In the water, when the glass is held a few mone beneath the surface the bottom oan be seen.

When the sponging about until a good bed is found, for the men do not like to waste their time where sponges are few. Where the water is shallow they reach down with a pair of long, handled rakes somewhat like oyster tongs, the part of longer, and bring up whater the company of the

MEN WHO HANDLE SPONGES

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mediately the figure of St. Anthony out from mediately the figure of St. Anthony out from the matter of the calebrated portrait of the Duches of tevenshies, by disnibution to the figure of St. Anthony out from the figure of St

SMART DOWN-EAST WOMEN.

WAYS IN WHICH THEIR GUMPTION BAS LATELY BEEN SHOWN

The Slick Femnie Horse Thief Who Got Away with a Rhode Island Tram-How Mrs. Sage Recovered Mer Gypsy, Nonwice, Conn., July 21.- A number of Down East" women have distinguished themselves lately in various walks. For example, a keen-faced, bright-eyed little woman, with a winning tongue and persussive way, walked off with Liveryman Hodge's best driving turnout of Westerly, R. I., southeast of this city, a day

or two ago,
She said to Hodge in her most captivating style that she thought she would take a drive, and the unlucky liveryman has every reason to think that she may be driving yet. At any rate, she has not come back, neither has the smart little horse, with spick-span, bespangled harness, and glistening top buggy that she took Mr. Hodge says that he thought she had s

good deal of "go" about her "for a lady" at the time, but since a female horse third is a novelty the world over, he is disposed to consider his act particulate in letting a first-class rig to a total stranger, having nothing to recommend her except a plausible personal carriage

mend her except a plausible personal carriage and bewitching way.

Hodge believes that the woman came into Westerly from the Nutmer State over the ber-der at the Pawcatuck River, half a mile away. but he is not entirely sure about it. The joke of it is, he doesn't even know her name or pseudonym, or place of abode didn't even ask it; the winning smile shaped the whole transaction. She bowed and smiled and said "good day" to Hodge, and rattled away over the stony street out of Westerly into the country.

Twenty-four hours later Hodge was wafting

this peremptory message by telegraph and tele-phone all about Rhode Island and Connecticut, Stop horse thief!" But it is presumed that is hasn't reached her as yet, because she hasn's stopped, in so far as any one knows.

Providence police, especially, have worked hard to find her for Mr. Hodge, without much success. She quitted Westerly on Tuesday, and they learned that she spent Wednesday night in the Hopkins Hotel of Providence. She went away from that inn at an extremely early hour in the morning, still driving Hodge's fancy team, without giving the hotel people the slights est clue to her identity.

From Providence she bent her course southe

ward along the bright and breezy shore of Nare ragansett Bay, and at various times in the past two days has been located transiently at Narra-gansett Pier, Kingston, and other towns in the southern part of the Plantations. The police are very much afraid she will get into Masachusetts or Connecticut after all, and then it bar, and asally pack a bushel of sponges in a clear box. The process of gathering and preparing sponges is the same the world over, except that in packs water is too cold for ordinary diving, the spongers sometimes use modern diving suits. Everywhere the earnings of the spongers are low. In the West Indies the boat crows consider themselves lucky if they average of cents a stylor make on whore.

PICTURE THIEVES AND SHARPERS. The of a Marille and of a Gainsboreugh Fainting—Counterfets Etchings.

"Did you ever hear of the artistic kleptomaniac is insanely fond of valuable art in the form of etchings or paintings. He steals through the admiration and love of art. There are many famous instances where old and almost priceless materieces of the painters' art have been taken by persons of this kind, and its odd that in almost every instance the stolen pieces of art could not be traced.

"The most famous artistic theft of modern days was the stealing of the figure of St. Anthony from the celebrated picture by Murillo. The painting, which was on exhibition in the cathedral at Saville, morning about seven years ago it was discovered that the figure of St. Anthony had been cut from the canvas, "All Europe was notified of the theft, but the police never found the thief. About two years afterward a Spaniard from the West Indies called in at the establishment of Mr. Schaus, the well-known picture dealer of the scill, in an unsigned painting by Murillo. Mr. Schaus, the well-known picture dealer of the scill, in an unsigned painting by Murillo. Mr. Schaus, he was done of themselves and the scill man unusigned painting by Murillo. Mr. Schaus, the wold will be processed by the process of Levonshire, by Gainsborough, fifteen years ago, was doubtless the work of an artistic honor of returning the painting to Spain.

"The theft of the celebrated portrait of the Duchess of Devonshire, by Gainsborough, fifteen years ago, was doubtless the work of an artistic honor of returning the painting to Spain.

"The theft of the celebrated por will be necessary for them to get requisition papers from the Governor of the foreign Com-

Wisplash.

Pros the Sas Practice Call.

"There is quite a difference between staging in the early days of the State and now." said William Miller, the owner of the stage line rulning from Casadero to Ukiah.

"When I came here from Boston in 1854 I drifted about a bit, and finally went into the service of Charles McLaughlin, the man who was afterward silled by Jerome Coz. He was the owner of the longest stage line in California at that time. It ran with relays from San José to Los Angeles.

"I remamber once, in a lonely coast range cason, through which the road wound, we had a little experience that was thrilling for the momant. It was about 10 o'clock and a moonight night. It was rist putting the horsest through. The stage was full of passengers, and there was a heavy treasure lox.

"Just as I got around a bend in the road I saw a figure of a man on horseback standing by the side of the road. He yelled to stop, and I saw a gun barrel gleam in the moonlight. The stage was region at a speed that might be called breakneck, and I just made up my mind to take the chance of getting through. I saw the gun raised to the fellow's shoulder as we approached. I had my long white in my hand, and, with a desperation born of pertil of the momant tends a victous swipe at him.

"I don't know how it occurred, but the lash wound itself around the gun, and ne we dashed by the whip was drawn taut, and I knew it had caught, so held fast. I was hearly pulled out of my seat, but the gun was drawn taut, and I knew it had caught, so held fast. I was hearly pulled out of my seat, but the was discharged by the shock. It rattled along the road for quite, a destrace before the whiplash unwound itself. I don't know what the highwayman thoughs, but I'll bet he was surprised."